

## **REMARKS**

Reconsideration of this application, as amended, is respectfully requested.

### **I. Status of the Claims**

Claims 4-13 and 16 are pending in this application.

Claims 1-2, 14, and 15 have been canceled. Claim 3 was previously canceled.

Claims 5-8 have been amended to depend from claim 4, and claim 11 has been amended to correct informalities. The amendments do not add new matter.

### **II. Drawings**

The Examiner has objected to the drawings under 37 CFR § 1.83(a) as not showing every feature of the claimed invention. Specifically, the Examiner has objected that the drawings do not show all the features of claims 14 and 15.

Applicant has canceled claims 14 and 15. It is respectfully submitted that the amendment renders the objection moot. Applicant respectfully requests withdrawal of the objection.

### **III. Objection to Claim 11**

The Examiner has objected to an informality in claim 11, specifically, that “a wheel spindle” should read “the wheel spindle.” Claim 11 has been amended to correct the informality and to correct typographical errors. Applicant respectfully requests withdrawal of the objection.

### **IV. Claim Rejections over U.S. Patent No. 4,036,331 to Hayashi et al.**

Claims 4-12 and 16 stand rejected under 35 U.S.C. 102(b) as being anticipated by U.S. Patent No. 4,036,331 to Hayashi et al. (“Hayashi”). Claim 13 stands rejected under 35 U.S.C. 103(a) as being obvious in view of Hayashi. The Examiner states that Hayashi discloses all the elements of claims 4-12 and 16, including a vehicle including first and second wheels (col. 1, line 11), at least one weight (15, 34) associated with one of said wheels, and a rotation device operable to rotate the weight in an opposite direction to the direction of rotation of said wheel, wherein the weight is, or is part of, a braking system of the vehicle, and wherein the weight comprises a brake

disc (15) arranged to rotate in the opposite direction of rotation of the wheel with which it is associated, and further including a planetary gear mechanism (28) coupled to the weight. See Figures 1-4 and col. 7, line 25 to col. 9, line 20. Regarding claim 13, the Examiner states that it would have been obvious to one skilled in the art to use a beveled gear mechanism with Hayashi as a matter of design choice.

In response, claims 1 and 2 have been canceled and claims 5-8 have been amended to depend from claim 4, to clarify the nature of the invention and to distinguish it from the prior art. Support for this amendment is found, for example, in paragraph [0034] of the Specification. Claim 4 recites a brake disc arranged to rotate in the opposite direction to the direction of rotation of the wheel with which it is associated. Claim 9 recites a gear mechanism operable to cause rotation of the brake disc in a direction opposite to the direction of rotation of the wheel with which it is associated. Hiyashi, in contrast, describes an anti-skid braking system comprising a brake disc (15) and flywheel (34) rotating in the same direction as the associated wheel, wherein the brake disc may be rapidly decelerated to a stop. See col. 7, lines 57-58 and col. 9, lines 15-16. Hiyashi does not disclose that the brake disc or flywheel may be reversed in direction. Hiyashi discloses a rotation overdrive means (24, 28, 33) for reversing the rotation of a component, but only a component attached to the sun gear (33), such as the stepped cylindrical shaft (32), and only when the brake disc (15) is stopped and the wheel is still rotating. See col. 7, lines 25-39 and 60-68 and col. 9, lines 23-25. The rotation overdrive means comprises a planetary gear (28), sun gear (33), and internal gear (24), configured such that the brake disc is attached to the planetary gear and the wheel is attached to the internal gear. See Figure 2 and col. 7, lines 60-67. Given the fundamental design of planetary gear boxes, if the planetary gear carrier (attached to brake disc 15) is held stationary the sun gear and outer gear (internal gear 24) will rotate in opposite directions, but Hiyashi discloses no mechanism by which the brake disc may be caused to rotate opposite the direction of the wheel.

Accordingly, Hiyashi fails to disclose each and every element of claims 4 and 9, and therefore does not and cannot anticipate or render obvious claims 4 and 9 or their dependent claims. It is respectfully requested that the rejection of claims 4-13 and 16 be withdrawn.

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